

No. 16,304.

號十月八年五十五百九千壹英

SONGKONG, TUESDAY, AUGUST 10, 1915.

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SWEETSTAKE ACTION.

Subscribers' Motion for Return
of Money.

Mr. Justice Neville, in the Chancery Division, has heard a motion by subscribers to certain sweetstake advertisements in John Bull, who desired the return of their money. The plaintiffs were Mr. Robert Fisher Robertson and Mr. Frank Leonard Hale on behalf of themselves and all other subscribers to the Patrick O'Brien's Great Combination Sweep (1914) of £20,000; Mr. Charles Henry Barton Shaw, subscriber to the Patrick O'Brien John Bull (1915) Football Cup Sweep of £10,000; and Mr. Sidney Charles Ebbey, subscriber to the "John Bull" Daily Sweep (1915) of £10,000. The defendants were Mr. John Henry Bennett, Sir Frederick Denham Cecil Arkwright Hartwell, Bart., and Mr. Horatio Bottomley.

Mr. Bennett, K.C., for the plaintiffs, stated that the basis of the motion was that all these three sweeps had totally failed, and the defendants were proposing to carry over the subscriptions for the purposes of a new sweep, which was to be drawn in the next Monday. To this the defendants' counsel objected. Of the three defendants the plaintiffs had only succeeded in serving Mr. Bottomley with notice of the motion. They knew Bennett's address, but had been unable to serve him. Sir Frederick Hartwell was said to be in the Dardanelles, consequently the plaintiffs had to make for the present best of their parts. The financial position of the defendants (said counsel) was this. Sir Frederick Hartwell was an undischarged bankrupt and Mr. Bottomley was a bankrupt, whose real name was Baughman, had been twice convicted of forgery. His case also was that there was no such person as Patrick O'Brien, and that the person who posed under that name was Bennett, "not of Mr. Bottomley."

Mr. Bottomley said there was not a word of truth in the suggestion.

Counsel having read affidavits by the plaintiffs and others, Mr. Bottomley read two by himself stating that he never had custody of any of the sweetstake money, that two of the sweeps had been drawn under his personal supervision, and the prizes had been distributed, and that those who did not agree to their money going over to another sweep were told they could have it back. To his knowledge there was such a person as Patrick O'Brien and he had been seen and identified in the offices of the Swiss Consulate in London. It was a fact that Sir Frederick Hartwell was at the Dardanelles, and he had none of the sweetstake money in his possession. The case had been promoted by a solicitor named Bell of Foster and Bell, who has pursued case for many years in every court in this building and has been ailing upon and canvassing the subscribers to this fund, assisted by William Lotings, who was recently found by a special jury guilty of attempted blackmail.

Mr. Justice Neville said that the defendants' counsel being in possession of the money he was asked to return them from deal with them was a question whether, under the circumstances, the action was properly initiated by some of the subscribers on behalf of the others in respect of the lottery, and although the purpose for which the subscriptions were received must have failed it did not know how many of the subscribers were willing to take their chance in the substituted proposals. He would make an order on the motion, the costs of which would be costs in the action.

Chinese called is the story of "The Patriotic." Having the name of a patriotic Prince, and bearing a flag which was given to them by her, they came from Canada to fight side by side with the British in the Boer War, and the Canadian Government told us to day how they fought. It sustained and sustained, the flag is still in the keeping of the regiment, but it is in its splendour. In a single town of four hours a roll-call of 635 was furnished into one of 180.

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The man who has blood—
rich red blood and
plenty of it—in his body.

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METABOLIZED
COD LIVER OIL
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NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be closed from MONDAY the 2nd of August to SATURDAY the 14th August, 1915 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors,
N. J. STARR,
Chief Manager.
Hongkong, July 27, 1915. 643

IN THE MATTER OF THE ALIEN ENEMIES (WINDING-UP OR DISSOLUTION) 1914.
AND
IN THE MATTER OF BEHN MEYER AND COMPANY, LIMITED, AN ENEMY COMPANY WITHIN THE MEANING OF THE SAID ORDINANCE.

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The 31st August 1915 has been fixed as the last day for the acceptance of tenders. Copies of the Particulars and Conditions of Sale and form of Tender can be obtained on and after the 25th June from the Liquidator at No. 4 Collyer Quay Singapore or from the undersigned.

SISSON AND DELAY
16B CHANCE ALLEY, SINGAPORE.
Solicitors For The Liquidator.
Hongkong, July 15, 1915. 614

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TIME TABLE.

WEEK DAYS.
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8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

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Extra Car at 12 midnight.

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Hongkong, July 5, 1915. 641

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Hongkong, April 11, 1912.

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DRAD BRIDES CASE.

OLD BAILEY TRIAL.

Speech for the Defence.

The closing stages were reached at the Old Bailey yesterday (June 20) of the trial of George Joseph Smith on an indictment for murdering Bessie Constance Annie Mundy. The whole of the day was occupied by the speeches of counsel.

Mr. Dodkin, Mr. Travers Humphreys, and Mr. Cecil Whiteley are counsel for the Crown; Mr. Marshall Hall, R.C., Mr. Montague Shearman, and Mr. H. G. Dudgeon are counsel for the defence.

Continuing his final speech for the Crown, Mr. Dodkin asked: "Am I unfair to the prisoner when I say that his motive was to get her money? Am I right in saying that he and she were alone in that house, and that he had the opportunity to commit what, it is alleged here, the circumstances show he committed, and in evidence, which satisfies you, the possibility of accident has been excluded? So the motive is demonstrated, the opportunity is admitted, and the exclusion of accident is proved."

Counsel passed on to the circumstances of Miss Burnham's case, and the insuring of her life. "What is the next thing?" he asked. "Just as in the Mundy case, so you find it there. He gathers in all the ready money she possesses, or is entitled to. When all the ready money has been collected she stands there alone with nothing as an asset except her life. She makes her will—goes to an entire stranger."

COMPARISON OF REMINDERS.

Mr. Dodkin dealt briefly with the facts of the case, and concluded his speech by saying that such a large aggregation of resemblances in the three cases could not have occurred without design. "My submission is," he added, "upon the facts of this case, that the prisoner did deliberately, and for the motive that I have suggested to you, take the life of Bessie Constance Annie Mundy."

Mr. Marshall Hall commenced his speech for the defence with the remark that the case was without parallel in the history of English crime; it was extraordinary from every point of view. The prosecution, he proceeded, was driven to prove not only that the prisoner murdered Miss Mundy, but that he murdered all three of the women. The jury must not (said counsel) allow their minds to be prejudiced by the fact that the prisoner had admittedly committed bigamy four times, or warped by the fallacious and specious argument that because he had done reprehensible things in his life, he was therefore likely to murder Miss Mundy. He could not say there was an absence of motive, but as a judge had said only a few days before in an adjoining court, "Motive is an important factor, but motive cannot convert suspicion into proof."

A man who could be guilty of what was alleged in that case was not only a criminal, but a monster almost without parallel. Did they believe any sane man could have done what the prisoner was supposed of having done, and which, if his learned friend's conclusions were sound, formed one of the most diabolical of the series of crimes that the records of any country had produced?

DAYS OF THE MORGUES.

They had to go back to the days of the Morgues for a parallel, but there they had a political atmosphere which raised the crimes above the level of the commonplaces.

Counsel submitted that the fact that the prosecution had to bring in the other two cases impliedly proved that the evidence in the case of Miss Mundy was not conclusive. Was there one of them who, if the case of Miss Mundy had stood alone, and they had known nothing of the prisoner's antecedents, would have ventured to say that he was satisfied that the prisoner was guilty of her murder? He ventured to think no one would have dared to take on himself that awful responsibility. He was, therefore, entitled to ask them to hesitate before finding a verdict in that case.

Referring to the evidence of Dr. Spillbury and Dr. Wilcox, Mr. Marshall Hall declared that such medical evidence opened the door to the worst form of Americanism in the administration of British justice. Suppose the prisoner had not been the penner that he was, but had been possessed of unlimited means like many recent American prisoners, he could have procured experts to say that the cause of death was other than that given by the experts for the Crown. What was the value of expert evidence as a whole? He submitted it was a very dangerous procedure, which should be watched with the greatest possible care, and an absolute limit put upon it. "Thus far shall you go and no further," it had reached its limit in this case.

THE HUMAN TOUCH.

One outstanding feature of the case, Mr. Dodkin said, was that great drama, "the relations of" this alleged great master of crime, who stood at nothing in his revolting murders of innocent women, with Miss Pegler. "In the witness-box," said counsel, "the girl who has lived with this man for seven years, and loved him, who now that she knows the truth that she never was his lawful wife, that he was a bigamist and not even faithful to her—that girl can tell her story and admit that he was always kind to and fond of her, imply that she was fond of him, and that she has forgiven him that which women find it difficult to forgive—his infidelity to her. Can such a man be the unmitigated monster it is suggested he is by the evidence of the Crown? What is the secret of the power this man has of inspiring affection in women? There is no doubt about it. It is part of my learned friend's case. Within two hours of his chance meeting with Miss Mundy at Weston-super-Mare this woman, so badly treated, is so attached to this ghoul, this monster that he must have been guilty of the crimes that she is willing to let people say that she is back with him and devoted to him."

Let them assume that the prisoner was innocent, and that he was the victim of a terrible misfortune in the death of the woman. Counsel said he would not

enter by saying this terrible accusation against him has been proved. Sweep aside from your minds all the mass of prejudice which has unavoidably been introduced into the case. Wipe away all preconceived ideas, notions, and suspicions. Deal with the evidence alone, remembering that, unless the case of proof is discharged beyond reasonable doubt by the prosecution, the prisoner is entitled, and entitled as a right, to be acquitted. I say that here the one and only verdict you can rightly and conscientiously return is the verdict of not guilty."

CONSIDERATIONS FOR THE JURY.

Mr. Justice Scrutton said he did not propose to commence his summing-up until the morning. He had had the three hours placed in a large room downstairs, and he wanted the jury to examine them very carefully in view of the observations they had heard during the case. He asked them not to make up their minds until they had heard his summing-up, but to make a preliminary investigation of the facts from the point of view of each of the theories which had been put forward. As men of the world, and men of common sense, they were quite as competent to judge how people look at things as doctors were, with great respect to them.

There is no evidence about pulling the knees or the legs, or of fainting, or of an epileptic fit. Consider possibilities. I will tell you to-morrow how far it is necessary for you to be satisfied exactly how death was caused. Consider the possibilities of all these theories, looking at the facts and the measurements."

Mr. Marshall Hall: I submit it is not open to the jury to consider any other hypothesis than that submitted by the Crown. I take formal objection to your Lordship's alternative theory.

Mr. Justice Scrutton remarked that he would give Mr. Marshall Hall another chance for complaint if he wished it. If, on looking at the facts, another theory occurred to the jury better than those suggested, in his view they were quite entitled to have it.

The trial was then adjourned.

SHELL FACTORY IN A YESTRY.

Scottish Clergyman Starts A Munition Factory.

Just as Rotten Row arose superior to the handicap of a mere name, so George Green, Dulwich, is destined shortly, says The Evening Standard, to drop any possible suggestions of the poultry yard in the newer and larger interests of Empire.

Two Y.M.C.A. recreation tents for Kitchener's men had known the Green with the more popular khaki shade. Many had passed by without making a mental note. Not so the discerning eye of the Rev. Percival McKenzie, the new rector of St. James's Scottish Church, Goose Green. He decided that just now the material as well as the spiritual side of life made a special call to clergyman as to others—something must be done at once for the national cause.

The secret leaked out oddly enough. A lady resident near St. James's Church heard during the afternoon strange explosive noises and grating sounds. She spread the alarm through the household, for they had all been discussing the latest Zeppelin raid. Horrifying out of doors, the sounds—intermittent but ominous—led them in the direction of the church vestry.

The door was slightly ajar, and as they peeped in anxiously, there they perceived the energetic young Scottish clergyman with sleeves uprolled and talking at a lathe driven by a small petrol engine, turning out munitions of war. It was an awkward moment for the visitors; but soon the situation was explained. Mr. McKenzie, with the fine sagacity and practical sense of the men from "ayont the Tweed," took the opportunity as one to call for volunteer munition workers. They must do something for England—or, at any rate, for Scotland, he explained. The strong Northern strain of the parishioners was promptly responsive to the suggestion.

In a brief space of time ten or a dozen able-bodied men, chiefly of the business and professional classes, promptly placed their services at his disposal as munition workers.

This was an encouraging but somewhat puzzling development. The spacious little vestry of the picturesque, trylock church, with cross and wethercock, seemed all too small to accommodate a dozen, or possibly even a score of braw lads of the North. Already "Goose Green" is beginning to be known in Church circles as "Dulwich Munition Headquarters."

True, there is only a lathe and a small petrol engine yet in operation. But there is a spirit of willingness everywhere except, perhaps, with the petrol engine, which unpatriotically—perhaps it was of German extraction—blew out a valve one morning. Now these are rumors of a British-made steam engine being substituted. The Dulwich men will supply their own plant, and devote their spare hours to the work, and the War Office, it is understood, is arranging to provide the needed materials for munitions. Quite a fortnight will be required to get all things ready. And then the grand offensive will begin!

ARE YOU GOING ON A JOURNEY?

HAMBLETT'S Ointment, Ointment and Ointment, should be packed in your hand luggage when going on a journey. Change of water, diet, and temperature all tend to produce bowel trouble, and this medicine checks the action of the bowels, and keeps the system in good order. It is a most reliable remedy for all ailments of the bowels, and is a most reliable remedy for all ailments of the bowels, and is a most reliable remedy for all ailments of the bowels.

BRITAIN'S SHARE IN THE WAR.

EVERYTHING RISKED IN CAUSE OF LIBERTY.

The Chicago Daily News, which contains more special war news than any paper in America, and has stoutly supported the cause of the Allies, although published in a town predominantly German in racial interests, contains a striking tribute to the part Great Britain has played in the war, and showing how Britain is bending her energies to a colossal task. Here, says the Chicago Daily News, are some of the things Britain is doing:—

1. Holding the seas for the ships of her Allies as well as for her own.

2. Protecting the coasts of her Allies as well as her own.

3. Struggling, in co-operation with the French, to smash the Turks and win the Balkans for the Allied cause.

4. Rendering great aid to French and Belgian troops in resisting the terrible onslaughts of the Germans on the Allied left wing in the West.

5. Making loans and supplying munitions to nearly all her partners in the war.

6. Pursuing a financial policy in South-Eastern Europe likely to promote the cause of the nationalities.

7. Putting into the field more than ten times as many men as she ever promised.

8. Guarding her own soil and people against an invasion, which, if it came, it is believed to be far from impossible—indeed would be the most savage, the most unprovoked, ever known. With how many men? Well, with enough. To how many people talk, one would suppose that upon Britain were laid the duty of defending every hand but her own.

THE ONE SURE SAFEGUARD.

The Chicago Daily News continues: Britain's wealth and sea-power and military power are the one sure safeguard against the triumph of Germany's unparalleled war machine. Without Britain's help, France and Russia certainly must have been crushed. Without Britain's whole-hearted participation in the war, who will say that Italy would have ventured to challenge the mighty and merciless German coalition? With Britain out of the struggle, would there have been any hope of the Balkan States daring to move?

And Britain—never forget it—was not compelled to go to the aid of France. Come what might, the most that ever Britain promised France were six divisions—120,000 men. She was not in honour bound to send a single soldier more. She could have stayed out of the war. Germany had begged her to stay out of the war. Disgraced she might have been—as Britons think, must have been—if she had left Belgium and France and European liberty to their doom.

But she could have done this. Few nations are without disgrace, without historical pages they faint would obliterate. Britain was not attacked. France and Russia were attacked. Britain might have awaited the onset—as America is awaiting the onset. Britain might have stood clear, might have watched the resources of men and money, might have waited until the German might have been over the stricken adversaries in the end and claimed the hegemony of Europe for herself.

Britain did not do so.

A GLORIOUS PAGE IN HISTORY. She threw her sword into the scale. She threw her gold into the scale and she is immeasurably rich. She threw into the balance her impressive moral record, her prestige, her unrivalled diplomatic skill. She threw in—throwing in—throwing into the balance the whole puissance of her Empire. And all for what? For the principle—the fruits of the principle—the liberty of the individual against the despotism of the State. Britain, one can believe, may be the author of some acts of which she is not proud—may have done some things to cause her, looking back upon them with full light, to wish they never had been done. But in this war this old and proud democracy is unfolding, applying, a material strength and a moral splendour that for countless ages after this conflict is still to be shining undimmed amid the first glories of history.

THE SUPERNATURAL IN WAR.

Some Remarkable Stories from the Front.

The following are extracts with which a Colombo contemporary has been favoured, from a letter from the wife of a deceased M.P., a titled lady in the West of England, to a friend in Ceylon, which describes an aspect of the war we do not recall as having had any prominence or attention in the home press.

Some wonderful things are happening at the front, which, if true, makes one feel that God is fighting on our side. This story was told to Canon, a daughter at C—. They are a very respected family. This officer, a soldier, he and his men were surrounded in a place where they had taken shelter and the Germans were upon them! He said to his men: "Nothing can save us now, but God." Just as he said this, the Germans' horses evidently saw what they themselves did, a host of Angels, with their wings touching, between them and the enemy, for they stopped dead and turned and clamped away in every direction. Some fortnight after, Miss Canon was in London and saw another officer. She asked him if he had heard the story of the Angels. "Yes," he said.

A Double Safeguard.

When buying Worcestershire Sauce,
always look for the signature in White

Lea & Perrins

on the Red label, and see also that the name **LEA & PERRINS** is embossed in raised letters on the glass bottle.

LEA & PERRINS' label and bottle are copied to such an extent that these precautions are necessary, in order to make sure that you are being supplied with the original and genuine Worcestershire and not one of its many imitations.

Folks Going Home

EITHER ON LEAVE OR FOR GOOD, SHOULD ORDER THE
'OVERLAND CHINA MAIL'

TO BE SENT TO THEM WHILE AWAY.

The best local weekly, published every Saturday morning, it contains all the news of the week, thus ensuring one, while away, being kept up to date regarding all local happenings.

Copies of the paper can be posted to most returning subscribers at points on the return voyage if notice reaches the office of this paper in sufficient time.

Messrs Vernon and Smyth's weekly share report and quotations appear in each issue. Subscription, including postage, \$13 per annum. Six or three months pro rata.

ORDER FORM

Please post the 'Overland China Mail' to the following address:—

.....months, for which I enclosedollars.

.....months, for which I enclosedollars.

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TO LET

TO LET.

NO. 9, QUEEN'S GARDENS, 1st
April.
No. 8, STEWART TERRACE, 1st
May; unfurnished.

Apply to
DENISON, RAM & GIBBS.
Hongkong, March 20, 1915. 211

QUEEN'S BUILDING.

TO LET the South West portion of the
First Floor, including Treasury on
Ground Floor, lately in occupation of the
JAMNAN BASTI.

GODOWN, No. 9 Lee Hoo Street.
OFFICES facing the Harbour between
the Hongkong and Post Office.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, Feb. 11, 1915.

TO LET.

HOUSES in LYREMOUN VILLAS
and TORRES BUILDINGS ready
for occupation from the 1st August next.

Apply to—
SPANISH DOMINICAN
PROCURATION.
Hongkong, July 16, 1915. 618

TO LET

FOUR ROOMED FLATS in Hand
Road, Kowloon, and MAY ROAD
Hongkong, with possession on 1st Septem-
ber next—English Baths and Kitchen
ranges, Hot and Cold Water, Electric light,
First class modern appointments through-
out, including water-carriage system.

PENNYHUE, Minden Row, Kowloon,
6 Roomed House with Tennis Court,
5 MINDEN VILLAS, Kowloon, 5
Roomed House with Tennis Court.

FOUR ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
A FLAT in Humphreys' Buildings,
Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.
Alexander Buildings.
Hongkong, July 16, 1915. 619

ALEXANDRA HAVEL

OFFICES: Fresh Field, or Stewart's,
Tindon Buildings, Raffles, etc.

BY TELEGRAPH.

THE PROGRESS OF THE WAR.

RENEWED ACTIVITY ON THE WESTERN FRONT.

THE ENEMY REPULSED AT SEVERAL POINTS.

BULGARIA'S DECISION ANXIOUSLY AWAITED.

(Reuter's Service to the China Mail.)

ON THE WESTERN FRONT. FRESH GERMAN ATTACKS FAIL.

LONDON, Aug. 9, 5 p.m.
A Paris message says there has been violent fighting at Souchez and Neuville, in which the German attacks were completely defeated by the use of the grenade.
The battle continues in the Argonne, the French having the advantage. The Germans in the Vosges made another attack at Lingkopf, which completely failed.
The French curtain of fire inflicted considerable losses on the enemy.

CROWN PRINCE'S ARMY REPULSED.

The Germans yesterday launched fierce attacks in the Argonne, states a telegram from Paris.
The Crown Prince's Army succeeded in the evening in penetrating into the French works but was driven out by a counter-attack.
Then in the night time, the Germans attacked the Ellemorte sector and gained a footing in a trench but they were immediately expelled except from a front of 30 yards.
The communiqué adds that the enemy made extremely violent assaults in the Vosges especially against Lingkopf and Schatzmühle and in the neck between those hills.
The Germans were completely defeated and suffered heavy losses. Before one of our companies alone over 100 German dead were hanging on the wire entanglements.

AN IMPORTANT RUSSIAN SUCCESS. GERMAN ABANDON ATTACK ON RIGA.

LONDON, August 9.
A telegram from Petrograd states that the abandonment of the German attack on Riga marks the failure of the German scheme of forcing battle with the retreating Russians before they reached the Dvina river line. The stubbornness of the Russian defence at Narva contributed mainly to this important success.

THE SUBMARINE ATTACK ON THE ORDUNA.

LONDON, August 9.
A despatch published in New York says that the German Admiralty confirm the submarine attack on the Cunard liner "Orduna" without warning.

MORE GERMAN BARBARITY.

LONDON, August 9.
A postcard from a French prisoner in Westphalia, received in Paris, states that 5,000 French prisoners, especially chosen by birth and education, have been segregated in a camp among marshes and treated like convicts as reprisals for alleged ill-treatment of German prisoners in the French Colonies.

AUSTRALASIAN METAL EXCHANGE.

LONDON, August 9.
A telegram from Melbourne states that the Commonwealth has decided to establish a metal exchange on September 6. Thereafter all transactions must be conducted through the exchange.

SWEDEN'S NEUTRALITY.

LONDON, August 9.
Reuter's Agency learns that all rumours that Sweden is likely to abandon neutrality is unfounded. Her relations with Russia are of the friendliest.

BULGARIA AND THE WAR.

A MOMENTOUS DECISION.

LONDON, Aug. 9.
A telegram from Sofia says the Allies replied on the 3rd instant to Bulgaria's Note of June 15th. The newspapers attribute the reply, which was not expected at this juncture, to a desire on the part of the Entente to anticipate the eventual conclusion of the Treaty of Commerce. Some say that the reply was delayed until the Allies were able to offer Bulgaria satisfactory terms, and state that this is apparently confirmed by the simultaneous dispatches made at Athens and Nish.
These communications are purely conjectural, as the nature of the reply has not been disclosed. The opinion is expressed that the negotiations between the Entente and Bulgaria have now entered on a decisive phase.

WILL BULGARIA CO-OPERATE WITH THE ALLIES?

One statesman adds: "The absorbing question now is what new elements are to come into being? Bulgaria's co-operation would give us Constantinople in a month, but Bulgaria will not march until she is assured of the possession of Macedonia, while Serbia refuses to part with Macedonia, no matter what the compensation."

A UNITED RUSSIA.

Dr. Dillon, the Daily Telegraph's Petrograd correspondent, says he has received letters from a Russian statesman stating that the fall of Warsaw has permanently destroyed the barriers separating the people and the Government, and has raised the most torpid elements into resolution to remedy the Russian deficiencies and to utterly defeat the enemy.

BY TELEGRAPH.

THE RUSSIAN "LLOYD GEORGE" BUSY.

LONDON, Aug. 9.
A telegram from Petrograd says that M. Gatchkov, the ex-President of the Duma, who is styled the "Russian Lloyd George," presided on Saturday at a Congress of the Committee organising industry for military purposes, at which speeches were made by representatives of all parts of the Empire. M. Gatchkov, the Moscow millionaire, said that Russia would resist if necessary in the Ural Mountains and fight to the last man.

MORE SUBMARINE PIRACY.

LONDON, Aug. 9.
The British steamer Racer, the Swedish steamer Malmeland, and the trawler Ocean Queen have been sunk. The crews were saved.

MAJOR-GENERAL HUNTER-WESTON ILL.

LONDON, August 9.
General Bailford, the temporary French Commander-in-Chief at the Dardanelles, has issued an Order stating that Major-General Hunter-Weston, commanding a British Corps, has been compelled to leave owing to illness.
General Sir Ian Hamilton, in a despatch at the beginning of July, highly praised Major-General Hunter-Weston.

MORE MEN FOR THE BRITISH NAVY.

LARGEST NUMBER RAISED SINCE THE NAPOLEONIC WARS.

The vote for the addition of 70,000 officers and men to the active list of the Navy, which Dr. Macnamara recently introduced in the House of Commons, will bring up the total number of our seamen and marines to 300,000. This figure is only equal to the last instalment of our military strength asked for by Lord Kitchener. It is indeed an interesting fact that although the British Fleet, as Mr. Lambert, the late Civil Lord of the Admiralty, said yesterday, is the master key of the situation, in point of numbers of officers and men it bears no comparison to the Army.
According to Mr. Lloyd George's calculation, there are about three times as many British soldiers in Flanders as there are sailors in the whole of the Navy. Yet our Fleet, of course, is the greatest in the world, while our Army is far from being in a similar position of pre-eminence. All numbers are relative, and while the public always think, and rightly so, of our big Navy and small Army, it is timely to remember that the numbers of the latter greatly exceed those of the former.

INTERESTING CONTRAST.

Speaking at the Lord Mayor's banquet eighteen months ago, Mr. Churchill drew an interesting contrast between the strength of our naval personnel at that date and at the time of 1914. He said that there would be during 1914, in the regular professional service of the Navy, 160,000 seamen and marines, a total which, for the first time, would exceed the largest number ever raised for the Royal Navy in the greatest crisis of the Napoleonic wars.
This present estimate of 160,000 has now been expanded to twice as much by war requirements and by yesterday's Vote of an additional 70,000.
330,000 is the limit to which the Admiralty are authorised to go to the end of the financial year in March next, but there seems hardly a doubt that it will be reached, as Dr. Macnamara showed the figure of 200,000 in the current Estimates. Thus, while it is instructive to observe the composition and development of our strength in naval personnel, in the Navy Estimates of 1914-15, issued in March 1914, the numbers provided for were 101,000 for the active list and 65,408 for the reserve.
As soon as war was declared the latter were incorporated into the active list total, and a Supplementary Estimate presented on August 6, 1914, for 200,000 additional men brought up the aggregate estimated naval force to 218,000.

HOW TO JOIN.

We now know from Dr. Macnamara that "seen had been the desire to join the Navy and remaining here as soon as the Admiralty were able to enrol more than the total provided for. The significance of this will be apparent when it is remembered that in peace time the actual numbers were always less than the numbers in the Estimates. Thus, while 164,488 active service men and reservists were voted in the 1914-15 Estimates, the number actually borne only reached 205,810.

It has been officially stated by Mr. Churchill that at the outbreak of hostilities not only were we able to man every ship in the Navy fit to send to sea, but to provide crews for a number of old vessels which, after being repaired and refitted, were found to have the possibility of usefulness in the future. In addition, complements were provided for large and powerful new vessels building for foreign nations and taken into service; for the numerous armed merchantmen taken up for the development of the Royal Naval Air Service and other special branches; and for the training-schools, which were kept full to the hilt and now a constant supply of trained men and ratings.

On February 15 last, Mr. Churchill presented a vote in Committee of Supply for a total of 250,000 officers and men showing an increase of 37,000 over the number of the beginning of the war, and now his successor has obtained permission to raise another 50,000.

LOOKING AHEAD.

The addition now made is evidently not only to provide for new requirements, but to supply prospective vacancies. Dr. Macnamara said, in fact, that the Government were looking ahead, and that these men were not required for the fleet. The total casualties of the Navy were stated by Mr. Asquith on June 15 to have amounted to 13,547 up to May 31, the Royal Naval Division accounting for 4,996 of this total.
Clearly, then, there has been a heavy loss, but the Government are looking ahead, and the extra 50,000 recruits since the war began apart from the extra 50,000. The present strength of the newly created Royal Naval Division has not been revealed.

From what Mr. Churchill said at Dundee on June 6, the naval position might be supposed to have altered somewhat from that which he described in earlier speeches, for he said that a large number of the old vessels of what he termed our surplus fleet at the Dardanelles would have "to be laid up in any case before the end of the year, because their crews are wanted for the enormous reinforcements of new ships which the industry of our workshops is hurrying into the water."

MORE IS NECESSARY.

Nothing of this kind is indicated by Dr. Macnamara, however, who even said that

if, as the war progressed, the requirements of the Navy should demand it, "the Government would promptly come to Parliament for authority for whatever numbers might be necessary."

Readers of naval history will note the contrast between the brinks of recruiting to-day and the circumstances in the last great war, when the sea ports and on the streets and in the gauges were out. If another war there is a contrast also with the system in Germany, whose conscript sailors, lacking the sea aptitudes of the majority of our men, have certainly not shown such sterling qualities as the British seamen.

MARVELS OF MINE WARFARE.

Thrills of Underground Fighting.

From time to time announcements appear in the official despatches to the effect that certain positions have been captured by means of mine warfare, but few people have a clear idea as to how this ingenious phase of the fighting is conducted. Mining, or subterranean warfare, is being practised continually along the whole battle front, for under the conditions of the war in the West it is the only way by which an advance can be made, especially where the enemy's trenches, though so near, are yet a mile or two off for a bayonet charge to be successful.

There are several forms of mine warfare. Sapping, for instance, is resorted to where the enemy's trench is to be taken. The idea is to dig a passage-way to the enemy's position without letting him know you are coming. The gallery is dug the same depth as a trench, but it seldom more than 18 in. wide, or just broad enough to allow troops to creep along in single file. The bottom earth is dug out with picks and the top is allowed to fall in, when it is carried back to the main trench in baskets. The reason why the earth at the top of the passage is allowed to fall of its own accord is to reduce the risk of the glancing point of a pick striking above the earth and giving warning to the enemy's observers.

The most effective form of underground warfare is mining. This is practised for the purpose of blowing up the enemy's trench, or for the making of a trench nearer to the enemy's line which soldiers can dig into and occupy before making a final bayonet charge. An expert in this phase of warfare conducts all attacks by means of underground passages. He is known as the Controller of Mines, and his assistants are drawn from the Royal Engineers. Tunnels are driven about 12 ft. or more below the surface, and are about 4 ft. high and 3 ft. wide. A number of underground passages are bored at intervals along the line of the trench, and when they are finished explosives are placed in each of them. By this means a series of huge craters are blown in the ground and these are occupied by the infantry, who speedily form them into a long trench.

One of the most exciting forms of underground warfare is the burrowing of a mine gallery, or the making of a trench nearer to the enemy's line which soldiers can dig into and occupy before making a final bayonet charge. An expert in this phase of warfare conducts all attacks by means of underground passages. He is known as the Controller of Mines, and his assistants are drawn from the Royal Engineers. Tunnels are driven about 12 ft. or more below the surface, and are about 4 ft. high and 3 ft. wide. A number of underground passages are bored at intervals along the line of the trench, and when they are finished explosives are placed in each of them. By this means a series of huge craters are blown in the ground and these are occupied by the infantry, who speedily form them into a long trench.

The importance of mining warfare can be seen from the fact that the Army authorities have equipped the Royal Engineers with various elaborate inventions to assist them in their work underground. When our military miners have to operate many feet below the earth, they are provided with helmets very similar to those worn by divers. They are made of copper and have a glass disc in front which can be opened and shut, rubber tubes supply the miners with fresh air when working in atmosphere poisoned by gases from explosives. The ventilation of mines is another problem which has been solved by the military authorities by the employment of an ingenious ventilating fan. This does away with the necessity of boring ventilation holes in the roof of an underground shaft, which might betray it to the enemy. The fan is worked by two men, who turn a handle, and its purpose is to force pure air through a jet of gas into the galleries.

Ever Pasha lives in fear of his life and is constantly threatened. It was necessary to relieve him of his military command, so that he could avoid coming into contact with the soldiery, and he has now been appointed to supervise the Red Cross work at Constantinople. Ever Pasha made in this connection does not quite render him immune from danger. While he was visiting a hospital, one of the patients who had had a leg amputated raised himself up in bed and, pointing at Ever Pasha, shouted "Away with this assassin, who has betrayed and sold and ruined his country!" At these words all the other wounded soldiers in the ward attempted to get out of their beds, shouting threats at Ever Pasha, who was obliged to beat a hasty retreat.

SUPPLIED BY ALL CHEMISTS.

PHYSICIANS prescribe Chamberlain's Colic, Cholera and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be kept for years and no home is complete without it. For sale by all chemists and grocers.

BY TELEGRAPH.

(Wah Tse Yat Po's Service.)

MONGOLIA'S POSITION.

PEKING, August 9.
Sung Wan, the "Royalist" leader, has, it is stated, advised the Kutchuk of Urga not to cancel Mongolia's independence.

OPIUM SUPPRESSION.

Opium plantation suppression directors have been appointed to the Provinces of Shensi, Kansu and Szechuan.

PEKING-KALGAN RAILWAY CASE.

The Peking-Kalgan railway case is reported to have been thoroughly investigated and many officials have been cashiered.

UNFOUNDED RUMOUR.

The Government last night received a telegram from Chekiang to the effect that the rumour that the Chekiang people were selling Poto Island to Germany was unfounded.

KWANGTUNG'S CHIEF JUSTICE.

A Presidential Mandate permits Lam Wei Jeung, Chief of the High Court of Kwangtung, to resign and appoints Sham Kiu Cheung to the position.

KWANGTUNG RIVER CONSERVANCY.

SHANGHAI, August 9.
Ling Fuh Pan, Li Hui Fun and Kwang Chuk Pan and the Canton River Conservancy Commissioner are reported to have left for Canton by the steamer Kwangtuh.

DEATH OF A FORMER CANTON OFFICIAL.

Yu Sik Mui, former Educational Commissioner in Canton, died in Shanghai on August 6.

A Peking special message states that the senior officers and the Superintendent of Police in Peking have severely prohibited their men from smoking cigarettes. This, so we are gravely told, is tantamount to a boycott of foreign tobacco, especially Japanese tobacco. Both officers and soldiers are reported to have taken to pipes, a much healthier form of smoking. The Police have appointed overseers to see that the order is respected.

To-day's Advertisements

TO LET.

FROM 1st September that part of the Building known as "STONE-ENGINE" No. 5 Robinson Road now in the occupation of the Nippon Yusen Kaisha, particularly suitable for a Boarding House.
Apply to:
DAVID BARBOON & Co., Ltd.
Hongkong, August 10, 1915.



THE S.M. H. Cigarettes manufactured by us and introduced under the above mark have been admitted by the Public since they were put on the market half a year ago, for which we are extremely obliged. Recently we received a letter from the British American Tobacco Company stating that our S.M. H. Label somewhat resembles their THREE CASTLES Label, and requesting us to modify the appearance in order to make a distinction and prevent purchasers from making a mistake. Now our S.M. H. Label has been duly registered with the Government, but since the British American Tobacco Company is of opinion that our S.M. H. Label somewhat resembles their THREE CASTLES Label, we have no desire to break the friendship on account of such a matter. We are, therefore, using the RAYEN and RAYON Marks to substitute our S.M. H. Label for the time being. Our object is to make the prices cheap and the goods fine; these are more important matters. In future we shall use more exertion towards making the goods better to meet the taste of our people.

CANTON NANYANG TUBACCO COMPANY.
Hongkong, August 10, 1915.

(Continued on page 6.)

BY TELEGRAPH.

CURES

CORN

Corns are one of the most distressing of the minor ailments. The pain they produce in walking is often agonising. Don't pare them. Don't try to dig them out. Chiropractic is best left to the Chiropractist! Besides there is not the least necessity. Calligura is a sure and certain cure. The Corn comes out of its own accord after a few applications.

Get a bottle to-day! Price 60 cents.

QUEEN'S DISPENSARY

Tel. 492. 31, Queen's Road, Central

THE 'CHINA MAIL' Typhoon Map and Guide

WITH TABLE AND TRACKS OF PAST DISTURBANCES

Price 50 cents.

THE HANDY BOAT FOR MACAO.

THE S.S. "CHUEN CHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day
SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.
FARES:—First Class \$3 Single; \$3 Return (Saloon).
First Class \$1 " \$1.50 (Saloon) for Chinese.
Second Class 50 cts. Single; \$1 Return.
Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.
Passengers may sleep on board without additional charge on return travels only.

THE EASTERN ASBESTOS CO.

Sole Agents for

THE GANDY BELT

MANUFACTURING Co. Ltd.

Seacombe, Cheshire, England.

Large Stocks of "Gandy" Belting and Belt Fasteners.

4 QUEEN'S BUILDING, HONGKONG. Telegrams "Corrugated" Telephone No. 501.

CHAMPAGNES

Perrier Jouet

1906 Vintage

Price per case 1 doz. Quarts Duty Paid \$80.00
ditto 2 doz. Pints ditto \$86.00

Moet and Chandon's Dry Imperial.

Price per case 1 doz. Quarts Duty Paid \$74.00
ditto 2 doz. Pints ditto \$77.00

Guillemart Extra Dry.

Price per case 1 doz. Quarts Duty Paid \$40.00

SOLE AGENTS.

Gande, Price & Co., Ltd.

Wine Merchants.

6, Queen's Road Central.

Tel. No. 135

Hongkong.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:-

FOR	STEAMERS	TO SAN	REMARKS
SHANGHAI	NOVARA, Capt. H. R. HUTHINGTON, R.N.R.	14th Aug.	Freight and Passage.
LONDON, via UGAL PORT, MALTA	Capt. C. U. TALBOT, R.N.R.	14th Aug.	Advertisement
SHANGHAI, MOJI, KOBÉ, NOKO	Capt. D. ASSUR	28th Aug.	Freight and Passage.
LONDON, via UGAL PORT, NOVARA	Capt. H. R. HUTHINGTON, R.N.R.	27th Aug.	Freight and Passage.

Subject to immediate alteration without notice.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE &
ST. PAUL RAILWAY
For VICTORIA AND TACOMA via MANILA, KIELUNG,
MOJI, KOBÉ, YOKKAICHI AND YOKOHAMA.

S.S. "MEXICO MARU" Capt. T. Yamaguchi, Monday, 23rd Aug., at 3 p.m.
These Newly-Built Steamers of American Line have fair speed and are fitted with
the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Passengers.

For BOMBAY via SINGAPORE, PORT SWETENHAM,
PENANG AND COLOMBO.

S.S. "SHINKOKU MARU" Capt. ... Tuesday, 17th Aug., at 7 a.m.

For TAMSUI AND KEELUNG via SWATOW AND AMOY.

S.S. "DAIJI MARU" Capt. E. Murakami, Thursday, 10th Aug., at Noon.

S.S. "KAIJO MARU" Capt. Y. Yamamoto, Thursday, 10th Aug., at Noon.

For ANPING AND TAIKOW via SWATOW AND AMOY.

S.S. "SOSU MARU" Capt. A. Kobayashi, Wednesday, 18th Aug., at 10 a.m.

FOR HAIPHONG via PAKHOI.

Steamer "KIKU MARU" Capt. Imamura, Saturday, 14th Aug., at 10 a.m.

"DAIJI MARU" Capt. T. Konishi, ...

These Steamers of Coast and Foreign Line have excellent accommodation for first
class passengers and are fitted with Electric Light and Fans. These Steamers will
arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

H. YAMAUCHI, Manager,

Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	23rd August	28th August, at 11 a.m.
ST. ALBANS	17th Sept.	17th Sept., at 11 a.m.
THE EASTERN	13th September	8th Oct., at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to:-

GIBB, LIVINGSTON & CO.

Agents

NATAL LINE OF STEAMERS

TRADING Cargo or through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND APOAR LINE
Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
"ANGOLA"	18th August	A Steamer	Beginning of September.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.

S.S. "SHIMOSA" Capt. ... On or about 31st August.

For freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

S.S. BORNEO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	17th Aug.
S.S. RYUN MARU, For Moji, Kobe & Yokohama	21st Aug.
S.S. HAKUO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	8th Sept.
S.S. BANIKO MARU, For Moji, Kobe & Yokohama	11th Sept.

For Freight or Passage apply to

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PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.	
MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 12000 tons	NILE 10000 tons
PERSIA 8000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. KOREA	Sailing WEDNESDAY, 11th Aug., 1 p.m.
S.S. SIBERIA	TUESDAY, 17th Aug., 1 p.m.
S.S. CHINA	TUESDAY, 31st Aug., 1 p.m.
S.S. MANCHURIA	TUESDAY, 7th Sept., 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of
the cuisine, which is under the personal supervision of Mr. V. Moroz, the world-famous
chef. Large staterooms, equipped with electric fans and running water. Berths
equipped with electric reading lamps. Numerous amusements—all water swimming
tank, flippers, croquet, chess, games, etc.—and a full moment throughout the trip.
The Safety and Comfort of Passage in Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, Agent,

King's Building (Opposite Blake Pier), Telephone No. 141

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed. Leave Hongkong.

CHIYO MARU 22,000-21 knots—Tues., 24th Aug. at Noon.

TENYO MARU 22,000-21 knots—Tues., 14th Sept. at Noon.

NIFFON MARU 11,000-18 knots—Tues., 28th Sept. at Noon.

SHINYO MARU 22,000-21 knots—Tues., 12th Oct. at Noon.

Via MANILA, Omitting Shanghai.

First Class to London £71-10. Return (8 months) £120.

" " New York £80. " " " £94-10.

" " San Francisco £45. " " " £58.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail

Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz,

Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.

ANTO MARU 13,500-18 knots—Friday, 10th Sept., at Noon.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent,

KING'S BUILDING (Opposite Blake Pier), Telephone 261.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION. STEAMERS. Displacement. SAILING DATE.

MARSEILLES & LONDON

via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID.

SHIMIZU MARU, Capt. Wada, Tons 18,000, THURSDAY, 12th Aug., at Noon.

SUWA MARU, Capt. Mura, Tons 21,000, THURSDAY, 26th Aug., at Noon.

SHIDZUKA MARU, Capt. Iizawa, Tons 12,500, THURSDAY, 10th Aug., at 4 p.m.

SAKI MARU, Capt. ... Tons 13,500, TUESDAY, 7th Sept., at 4 p.m.

SHITACHI MARU, Capt. Tomioka, Tons 13,500, TUESDAY, 17th Sept., at 11 a.m.

TANGO MARU, Capt. Sugaya, Tons 13,500, TUESDAY, 14th Sept., at 4 p.m.

TANGO MARU, Capt. Sugaya, Tons 13,500, SATURDAY, 14th Sept., at 10 a.m.

KIRIM MARU, Capt. ... Tons 8,000, THURSDAY, 19th Aug., at Noon.

SANUKI MARU, Capt. ... Tons 12,500, SATURDAY, 14th Aug., at Noon.

KAWACHI MARU, Capt. ... Tons 12,500, SATURDAY, 21st Aug., at Noon.

KAMAKURA MARU, Capt. ... Tons 13,500, MONDAY, 16th Aug., at Noon.

MIYANAKI MARU, Capt. ... Tons 16,000, TUESDAY, 24th Aug., at 10 a.m.

Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600. To Manilla 1st Single Yen 550.

" " Return " 900. " " Return " 825.

" " 2nd Single " 400. " " 2nd Single " 380.

" " Return " 600. " " Return " 550.

To London, Southampton, Liverpool via New York £20, 13s.

via Montevideo £20, 3s.

To Victoria, Vancouver, Seattle, 1st Single ... £25.

To Sydney, 1st Single £40. To Melbourne 1st Single £4.

To Yokohama, 1st Return £72. To Kobe 1st Return £73, 15s.

To Yokohama, 1st Return £150. To Kobe 1st Return £25.

Round-the-World, Yen 1,045.

KUSU MOTONO, Manager,

Telephone No. 222.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAN
MANILA, CEBU & ILOILO	TAIYING	Aug. 11, at 10 a.m.
SWATOW & RANGKOK	CHITAN	Aug. 11, at Noon.
SHANGHAI	SINKIANG	Aug. 12, at 4 p.m.
WEIHAIWEI & TIENTSIN	HOICHOW	Aug. 13, at 4 p.m.
SHANGHAI	LUCHOW	Aug. 15, Daylight.
HAIPHONG	SUNGKIANG	Aug. 15, Daylight.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly

S.S. "LINTAN" and S.S. "NANUL"

MANILA LINE. Twin Screw Steamers "Chihna," "Taming," & "Tea"

Excellent Saloon accommodation, amidships. Electric Fans fitted. Extra state-rooms

on deck, aft on "Taming" and "Tea."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chen," "Lungchow," "Lechow," "Yingchow" and "Sinkiang,"

with excellent accommodation, Electric Light and Fans in Saloon and State-rooms,

maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving

Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo

on through Bills of Lading to all Yangtze and Northern China Ports. Passengers

are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR SINGAPORE

ONSANG WEDNESDAY, Aug. 11, at 3 p.m.

HOICHOW & HAIPHONG

LOKSANG THURSDAY, Aug. 12, at 8 a.m.

SANDAKAN

HINSANG SATURDAY, Aug. 14, at Noon.

MANILA

LOONGSANG SATURDAY, Aug. 14, at 3 p.m.

SHANGHAI

CHONGSANG SUNDAY, Aug. 15, Daylight.

SANDAKAN

MAUSANG WEDNESDAY, Aug. 18, at Noon.

MANILA

FUENSANG SATURDAY, Aug. 21, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kusan, Nansan & Fooking leave about every 3 weeks for Shang-

hai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time

occupied 20 days. This service is supplemented by the Yaching, Kusan, and

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and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric

Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted

throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin,

Dairen, Weihai.

* Taking Cargo on through Bills of Lading to Koda, Lahad Datu, Singapore,

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General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals

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REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

EASTWARD.

S.S. JAPAN, 5,013 tons, Capt. Seddon, will be dispatched for SHANGHAI,

KOBÉ & MOJI on 23rd August.

WESTWARD.

S.S. SANGOLA, 5,182 tons, Capt. Milne, R.N.R. will be dispatched for

SINGAPORE, PENANG, RANGOON & CALCUTTA on 18th August.

The above Steamers have excellent saloon accommodations for passengers and are

fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,

AGENTS.

SHIPPING

FOR VANCOUVER AND SEATTLE.

S.S. "SAIKAI MARU" 10th August.

S.S. "SEIKO MARU" end of August.

S.S. "OISHUN MARU" middle of Sept.

For freight and further particulars, etc.

Apply to

JARDINE, MATHESON & Co., Ltd.,

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SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO ROSTON AND NEW YORK.

Connecting Steamer	Steamer	Leaves Shanghai	Leaves Hongkong	Connecting Steamer	Due at Marseilles	Due at London
Yokohama	Colombo	about	about	Yokohama	Sept. 11	Sept. 18
about	about	about	about	about	about	about
Sept. 13	Sept. 13	Sept. 13	Sept. 13	Sept. 13	Sept. 13	Sept. 13
Oct. 25	Oct. 25	Oct. 25	Oct. 25	Oct. 25	Oct. 25	Oct. 25
Nov. 8	Nov. 8	Nov. 8	Nov. 8	Nov. 8	Nov. 8	Nov. 8

Passengers change Steamers at COLOMBO.

Accommodation in the connecting steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

1st SALOON	2nd SALOON	3rd SALOON	4th SALOON	5th SALOON	6th SALOON	7th SALOON	8th SALOON	9th SALOON	10th SALOON
£100	£50	£25	£12	£6	£3	£1	£0	£0	£0
£100	£50	£25	£12	£6	£3	£1	£0	£0	£0
£100	£50	£25	£12	£6	£3	£1	£0	£0	£0
£100	£50	£25	£12	£6	£3	£1	£0	£0	£0
£100	£50	£25	£12	£6	£3	£1	£0	£0	£0
£100	£50	£25	£12	£6	£3	£1	£0	£0	£0
£100	£50	£25	£12	£6	£3	£1	£0	£0	£0
£100	£50	£25	£12	£6	£3	£1	£0	£0	£0
£100	£50	£25	£12	£6	£3	£1	£0	£0	£0
£100	£50	£25	£12	£6	£3	£1	£0	£0	£0

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMER	Leaves Yokohama	Leaves Shanghai	Leaves Hongkong	Leaves Singapore	Due at London	Due at Marseilles
NORE	Sept. 13	Sept. 20	Sept. 27	Oct. 4	Nov. 5	Nov. 14
NELLORE	Oct. 25	Nov. 1	Nov. 8	Nov. 15	Dec. 15	Dec. 23
NAGAYA	Nov. 8	Nov. 15	Nov. 22	Nov. 29	Dec. 30	Jan. 7
NAMUR	Dec. 6	Dec. 13	Dec. 20	Dec. 27	Jan. 27	Feb. 3
NASHIR	Dec. 20	Dec. 27	Jan. 3	Jan. 10	Feb. 16	Feb. 17

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON:

1st SALOON £54 SINGLE: £28 RETURN.

2nd SALOON £28 SINGLE: £14 RETURN.

FARES TO MARSEILLES:

1st SALOON £28 SINGLE: £14 RETURN.

2nd SALOON £14 SINGLE: £7 RETURN.

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For further particulars apply to

K. A. HEWITT,

Superintendent.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

From Hongkong: 25th August. S.S. "SURAT".

From Colombo: 17th September.

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, sailing at MAURITIUS en route and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong S.S. "MADAWASKA" 25th August.

For Rates of Freight apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

For

STEAMER

SAIL

LONDON "KANDAHAR" On 25th August.

LONDON "BLOEMFONTEIN" On 22nd September.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE LTD.

General Agents.

WELLINGTON KNIFE POLISH

WELLINGTON SILVERSMITHS

BLACK LEAD SOAP

POLYBRIANT METAL POMADE

NEVER BECOMES DRY LIKE OTHER METAL PASTES

JOHN OAGET & SONS, LIMITED, "WELL" ACTON MILLS, LONDON.

Vessels Advertised as Loading.

DESTINATION	VESSEL	AGENTS	DATE OF LEAVING
Australia Ports, &c.	Allenham	Gibb Livingston & Co.	Aug. 23, at 11 a.m.
Australia Ports, &c.	St. Albans	Gibb Livingston & Co.	Sept. 17, at 11 a.m.
Batavia, Samarang, &c.	Borneo Maru	Dodwell & Co. Limited	About Aug. 17.
Batavia, Samarang, &c.	Hakoto Maru	Dodwell & Co. Limited	Sept. 8
Batavia, Samarang, &c.	Shinkoku Maru	Ozaka Shosen Kaisha	Aug. 17, at 7 a.m.
Batavia, Samarang, &c.	Kaiyo Maru	Ozaka Shosen Kaisha	Aug. 24, at 10 a.m.
Hankow & Haiphong	Anyo Maru	Jardine, Matheson & Co. Ltd.	Aug. 19, at 4 a.m.
Hankow & Haiphong	Kanahar	The Bank Line, Ltd.	Aug. 25
London &c.	Malta	P. & O. S. N. Co.	Aug. 13, at Noon.
London &c.	Radnorshire	Jardine, Matheson & Co. Ltd.	Aug. 23
London &c.	Novara	Jardine, Matheson & Co. Ltd.	Aug. 27, at Noon.
London &c.	Longgang	Jardine, Matheson & Co. Ltd.	Aug. 21, at 3 p.m.
Manila, Cebu & Iloilo	Yusang	Butterfield & Swire	Aug. 25
Manila, Cebu & Iloilo	Mishima Maru	Nippon Yusen Kaisha	Aug. 11, at 10 a.m.
Manila, Cebu & Iloilo	Sawa Maru	Nippon Yusen Kaisha	Aug. 12, at Noon.
Manila, Cebu & Iloilo	Boari Maru	Dodwell & Co. Limited	Aug. 21
Manila, Cebu & Iloilo	Tango Maru	Nippon Yusen Kaisha	Aug. 14, at 10 a.m.
New York via Panama	Shimosa	Dodwell & Co. Limited	About Aug. 31.
San Francisco, Japan	Korea	Pacific Mail S.S. Co.	Aug. 11, at 1 p.m.
San Francisco, Japan	Siberia	Pacific Mail S.S. Co.	Aug. 17, at 1 p.m.
San Francisco, Japan	China	Pacific Mail S.S. Co.	Aug. 24, at Noon.
San Francisco, Japan	Chiyu Maru	Toyo Kisen Kaisha	Aug. 24, at Noon.
San Francisco, Japan	Tango Maru	Toyo Kisen Kaisha	Sept. 14, at Noon.
Sandakan	Hinsang	Jardine, Matheson & Co. Ltd.	Aug. 14, at Noon.
Sandakan	Mausang	Jardine, Matheson & Co. Ltd.	Aug. 18, Noon.
Shanghai	Choyang	Jardine, Matheson & Co. Ltd.	Daylight.
Shanghai	Sinkiang	Butterfield & Swire	Aug. 15, Daylight.
Shanghai	Novara	P. & O. S. N. Co.	Aug. 14
Shanghai	Sawa Maru	Nippon Yusen Kaisha	Aug. 14
Shanghai	Boari Maru	P. & O. S. N. Co.	Aug. 28
Singapore	Onsang	Jardine, Matheson & Co. Ltd.	Aug. 11, at 3 p.m.
Spore, Mauritius & Madagaskar	Madagascar	D. S. S. S. Co. Ltd.	Aug. 18
Spore, Mauritius & Madagaskar	Shinkoku Maru	Ozaka Shosen Kaisha	Aug. 17, at 11 a.m.
Spore, Mauritius & Madagaskar	Shinkoku Maru	Ozaka Shosen Kaisha	Aug. 18, at 10 a.m.
Takow, Stow & Amoy	Kaiyo Maru	Jardine, Matheson & Co. Ltd.	About Aug. 10.
Takow, Stow & Amoy	Saiki Maru	Jardine, Matheson & Co. Ltd.	End of August.
Vancouver & Seattle	Seiko Maru	Nippon Yusen Kaisha	Aug. 19, at 4 p.m.
Via B.C. Seattle & Shinkoku	Shinkoku Maru	Butterfield & Swire	Aug. 15, at 4 p.m.
Weihaiwei & Tientsin	Haichow	Butterfield & Swire	Aug. 15, at 4 p.m.

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The Overland China Mail

FULL REPORTS.

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Enables one to locate the centre

a Typhoon.

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Price 50 Cents,

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Hong Kong 6.44	Sham Shui 7.00
Yau Ma Tei 6.49	Sham Shui 7.00
Sha Tin 6.54	Sham Shui 7.00
Cheng San Tin 7.00	Sham Shui 7.00
Tai Po 7.05	Sham Shui 7.00
Tai Po Market 7.10	Sham Shui 7.00
Tai Po 7.15	Sham Shui 7.00
Tai Po 7.20	Sham Shui 7.00
Tai Po 7.25	Sham Shui 7.00
Tai Po 7.30	Sham Shui 7.00
Tai Po 7.35	Sham Shui 7.00
Tai Po 7.40	Sham Shui 7.00
Tai Po 7.45	Sham Shui 7.00
Tai Po 7.50	Sham Shui 7.00
Tai Po 7.55	Sham Shui 7.00
Tai Po 8.00	Sham Shui 7.00
Tai Po 8.05	Sham Shui 7.00
Tai Po 8.10	Sham Shui 7.00
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Tai Po 8.35	Sham Shui 7.00
Tai Po 8.40	Sham Shui 7.00
Tai Po 8.45	Sham Shui 7.00
Tai Po 8.50	Sham Shui 7.00
Tai Po 8.55	Sham Shui 7.00
Tai Po 9.00	Sham Shui 7.00
Tai Po 9.05	Sham Shui 7.00
Tai Po 9.10	Sham Shui 7.00
Tai Po 9.15	Sham Shui 7.00
Tai Po 9.20	Sham Shui 7.00
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Tai Po 9.30	Sham Shui 7.00
Tai Po 9.35	Sham Shui 7.00
Tai Po 9.40	Sham Shui 7.00
Tai Po 9.45	Sham Shui 7.00
Tai Po 9.50	Sham Shui 7.00
Tai Po 9.55	Sham Shui 7.00
Tai Po 10.00	Sham Shui 7.00
Tai Po 10.05	Sham Shui 7.00
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Tai Po 11.40	Sham Shui 7.00
Tai Po 11.45	Sham Shui 7.00
Tai Po 11.50	Sham Shui 7.00
Tai Po 11.55	Sham Shui 7.00
Tai Po 12.00	Sham Shui 7.00
Tai Po 12.05	Sham Shui 7.00
Tai Po 12.10	Sham Shui 7.00
Tai Po 12.15	Sham Shui 7.00
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Tai Po 12.25	Sham Shui 7.00
Tai Po 12.30	Sham Shui 7.00
Tai Po 12.35	Sham Shui 7.00
Tai Po 12.40	Sham Shui 7.00
Tai Po 12.45	Sham Shui 7.00
Tai Po 12.50	Sham Shui 7.00
Tai Po 12.55	Sham Shui 7.00
Tai Po 13.00	Sham Shui 7.00
Tai Po 13.05	Sham Shui 7.00
Tai Po 13.10	Sham Shui 7.00
Tai Po 13.15	Sham Shui 7.00
Tai Po 13.20	Sham Shui 7.00
Tai Po 13.25	Sham Shui 7.00
Tai Po 13.30	Sham Shui 7.00
Tai Po 13.35	Sham Shui 7.00
Tai Po 13.40	Sham Shui 7.00
Tai Po 13.45	Sham Shui 7.00
Tai Po 13.50	Sham Shui 7.00
Tai Po 13.55	Sham Shui 7.00
Tai Po 14.00	Sham Shui 7.00
Tai Po 14.05	Sham Shui 7.00
Tai Po 14.10	Sham Shui 7.00
Tai Po 14.15	Sham Shui 7.00
Tai Po 14.20	Sham Shui 7.00
Tai Po 14.25	Sham Shui 7.00
Tai Po 14.30	Sham Shui 7.00
Tai Po 14.35	Sham Shui 7.00
Tai Po 14.40	Sham Shui 7.00
Tai Po 14.45	Sham Shui 7.00
Tai Po 14.50	Sham Shui 7.00
Tai Po 14.55	Sham Shui 7.00
Tai Po 15.00	Sham Shui 7.00
Tai Po 15.05	Sham Shui 7.00
Tai Po 15.10	Sham Shui 7.00
Tai Po 15.15	Sham Shui 7.00
Tai Po 15.20	Sham Shui 7.00
Tai Po 15.25	Sham Shui 7.00
Tai Po 15.30	Sham Shui 7.00
Tai Po 15.35	Sham Shui 7.00
Tai Po 15.40	Sham Shui 7.00
Tai Po 15.45	Sham Shui 7.00
Tai Po 15.50	Sham Shui 7.00
Tai Po 15.55	Sham Shui 7.00
Tai Po 16.00	Sham Shui 7.00
Tai Po 16.05	Sham Shui 7.00
Tai Po 16.10	Sham Shui 7.00
Tai Po 16.15	Sham Shui 7.00
Tai Po 16.20	Sham Shui 7.00
Tai Po 16.25	Sham Shui 7.00
Tai Po 16.30	Sham Shui 7.00
Tai Po 16.35	Sham Shui 7.00
Tai Po 16.40	Sham Shui 7.00
Tai Po 16.45	Sham Shui 7.00
Tai Po 16.50	Sham Shui 7.00
Tai Po 16.55	Sham Shui 7.00
Tai Po 17.00	Sham Shui 7.00
Tai Po 17.05	Sham Shui 7.00
Tai Po 17.10	Sham Shui 7.00
Tai Po 17.15	Sham Shui 7.00
Tai Po 17.20	Sham Shui 7.00
Tai Po 17.25	Sham Shui 7.00
Tai Po 17.30	Sham Shui 7.00
Tai Po 17.35	Sham Shui 7.00
Tai Po 17.40	Sham Shui 7.00
Tai Po 17.45	Sham Shui 7.00
Tai Po 17.50	Sham Shui 7.00
Tai Po 17.55	Sham Shui 7.00
Tai Po 18.00	Sham Shui 7.00
Tai Po 18.05	Sham Shui 7.00
Tai Po 18.10	Sham Shui 7.00
Tai Po 18.15	Sham Shui 7.00
Tai Po 18.20	Sham Shui 7.00
Tai Po 18.25	

TYphoon SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals and actions on the Mastshead on Signal Hill, Kowloon, the Harbour Office, the Maritime Godown, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-shi-ko and F. O. Quarters, Lyseum.

- A CONE point upwards indicates a Typhoon to the North of the Colony.
- A CONE point downwards indicates a Typhoon to the South of the Colony.
- A CONE point downwards and to the right indicates a Typhoon to the South-East of the Colony.
- A CONE point downwards and to the left indicates a Typhoon to the North-West of the Colony.
- A BALL indicates a Typhoon to the East of the Colony.
- A BALL indicates a Typhoon to the West of the Colony.
- A CONE point upwards and to the right indicates a Typhoon to the North-East of the Colony.
- A CONE point upwards and to the left indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 200 miles away from the Colony.

The above signals will, at first, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

In addition to the above, when it is expected that the wind may increase to gale force at any moment, the following Urgent Signals will be made of the Water Police Station, and repeated by the Harbour Office:

Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

No. III Signal will be accompanied by the Explosive Bells, as above, in the event of the typhoon conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day signals at sunset, and will, when necessary, be altered during the night.

For the benefit of Native Craft and passing Ocean Vessels, "One" will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Cap Boon, Aberdeen, Sai Ki Wan, Wai Nin, Sai Kung, Cape Collinson, Sha Tin Kai.

This will indicate that there is a depression somewhere in the Nine Sea, and that a Storm Warning is hoisted in the Harbour.

Storm Warnings can always be given to Ocean Vessels on "One" by signal, from the Light-house.

J. W. JEFFRIES, Director.

HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
Codes Used: A, B, C, Fifth Edition, Engineering First and Second Editions, Western Union, and Walker's
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.
All classes of Light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS					
NAME OF DOCK OR SLIP	LENGTH ON RIVER	ENTRANCE BREADTH	DEPTH OVER RIVER	DEPTH AT ORDINARY SPRING TIDES	RISE OF TIDE
KOWLOON					
No. 1 Dock, Kowloon	100	100	10	10	7' 6"
No. 2 Dock, Kowloon	100	100	10	10	7' 6"
No. 3 Dock, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 1, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 2, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 3, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 4, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 5, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 6, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 7, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 8, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 9, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 10, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 11, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 12, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 13, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 14, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 15, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 16, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 17, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 18, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 19, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 20, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 21, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 22, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 23, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 24, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 25, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 26, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 27, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 28, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 29, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 30, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 31, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 32, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 33, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 34, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 35, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 36, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 37, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 38, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 39, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 40, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 41, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 42, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 43, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 44, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 45, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 46, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 47, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 48, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 49, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 50, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 51, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 52, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 53, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 54, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 55, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 56, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 57, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 58, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 59, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 60, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 61, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 62, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 63, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 64, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 65, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 66, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 67, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 68, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 69, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 70, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 71, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 72, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 73, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 74, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 75, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 76, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 77, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 78, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 79, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 80, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 81, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 82, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 83, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 84, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 85, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 86, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 87, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 88, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 89, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 90, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 91, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 92, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 93, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 94, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 95, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 96, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 97, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 98, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 99, Kowloon	100	100	10	10	7' 6"
Patent Slip, No. 100, Kowloon	100	100	10	10	7' 6"

Please Address Enquiries to the Chief Manager, (407) R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

STEAMERS EXPECTED.

Moila.

The C. P. R. Co.'s s.s. *Montevideo* arrived at Vancouver at 4 p.m. on Friday, the 30th July.

Other Vessels.

The American & Oriental Line steamer *Montevideo* from New York, is due to arrive at Hongkong on the 19th August.

The s.s. *Japara* from Calcutta, left Rangoon on the 6th August, a.m., and may be expected here on or about the 18th August.

The Australian Oriental Line s.s. *Chongchik* left Sydney for Hongkong via Queensland and Philippine Ports on 4th August, and may be expected to arrive here on or about the 25th Aug.

The India Line, Ltd.'s s.s. *Indra* left Vindhyachal for Shanghai on the 30th May, is now due.

Latest Arrivals.

The s.s. *Dumora* sailed from Calcutta on the 7th August, and may be expected here on or about the 25th August.

The P. & O. S. N. Co.'s s.s. *Morara* left Singapore for this port on the 10th August, a.m., with the outward English Mails, and is due here on the 15th August, at about daylight.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

AUGUST 10, 1915.—6 a.m.

Station. Hour. Temperature. Humidity. Wind. Weather.

Victoria 7 a.m. 29.51 82 77 SW 4 0

Victoria 8 a.m. 29.51 82 77 SW 4 0

Victoria 9 a.m. 29.51 82 77 SW 4 0

Victoria 10 a.m. 29.51 82 77 SW 4 0

Victoria 11 a.m. 29.51 82 77 SW 4 0

Victoria 12 a.m. 29.51 82 77 SW 4 0

Victoria 1 a.m. 29.51 82 77 SW 4 0

Victoria 2 a.m. 29.51 82 77 SW 4 0

Victoria 3 a.m. 29.51 82 77 SW 4 0

Victoria 4 a.m. 29.51 82 77 SW 4 0

Victoria 5 a.m. 29.51 82 77 SW 4 0

Victoria 6 a.m. 29.51 82 77 SW 4 0

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Victoria 8 a.m. 29.51 82 77 SW 4 0

Victoria 9 a.m. 29.51 82 77 SW 4 0

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Victoria 1 a.m. 29.51 82 77 SW 4 0

Victoria 2 a.m. 29.51 82 77 SW 4 0

POST OFFICE NOTICES.

The Parcel Post Service to Italy and her Colonies through Egypt is resumed.

The Services to Germany, Austria and the Ottoman Empire are suspended.

Literature embargoed for the use of the blind may be transmitted to the United Kingdom at the rate of 2 cents per lb.

The Maximum Weight for this class of matter is 5 lb. and any packet weighing between 20 oz. and 5 lb. will be forwarded at the uniform rate of 20 cents.

Mails will close for:

PHILIPPINE ISLANDS.

For Zamboanga, at 9 a.m., on Wednesday, the 11th Aug.

SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, HONOLULU,